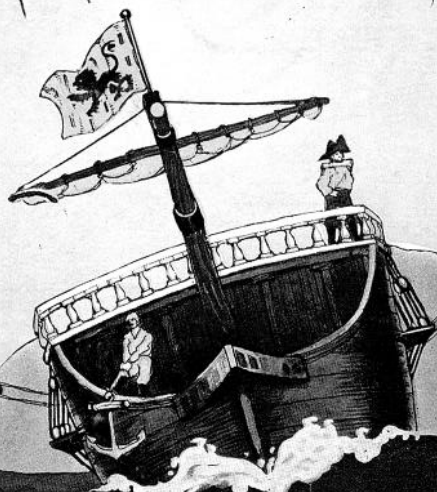


Theodore Newcomb

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Hudson-Fulton CELEBRATION

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HENRY HUDSON

Aug. 23, 1909
CLA 245905
AUG 25 1909



HENRY HUDSON'S date of birth, parentage, country or manner of death is unknown. The historical life of Henry Hudson, however, is very dramatic.

Emerging from obscurity April 19th, 1607, in the church of Saint Ethelburge, Bishops Gate street, London, surrounded by his crew, receiving the sacrament previous to sailing on his first known voyage, he occupies a prominent place in the white light of publicity, until June 21st, 1611, when, with his son and several companions, he is set adrift by his mutinous crew in an open boat on the cold, storm-tossed waters of the northern sea and passes again into the darkness which had enveloped him but four years previously.

He made four voyages, three of them for the purpose of discovering a north-east passage to Asia.

The first voyage, performed for the Muscovy Company of London, commenced May 1st, 1607, when he weighed anchor at Gravesend, sailing up the coast of Greenland, seeking an eastern passage, then passed over to Spitzbergen which he partly explored, returning to England September 15th, 1607. This expedition determined that a passage did not exist to the north of Greenland, although he reached the highest north up to that time.

The second voyage was for the same company, and left England April 22d, 1608, returning after partly exploring Nova Zembla, August 26th, 1608.

The reports of these two voyages with their accounts of meeting much drift wood, seeing large numbers of whales, seals and strange birds, and finding the weather very hot on shore, started the idea of an open polar sea and commenced the great whaling industry.

The Muscovy Company were disappointed with the results of these two voyages, and Hudson crossed over to Holland and offered his services to the Dutch East India Company. After much delay they were accepted by the Amsterdam branch of the company, and on March 25th, 1609, he set sail from Amsterdam in the vessel Half Moon on this his

Third voyage. Again he tried for a north-east passage to China and Japan, but meeting an unbroken barrier of ice near Nova Zembla went to

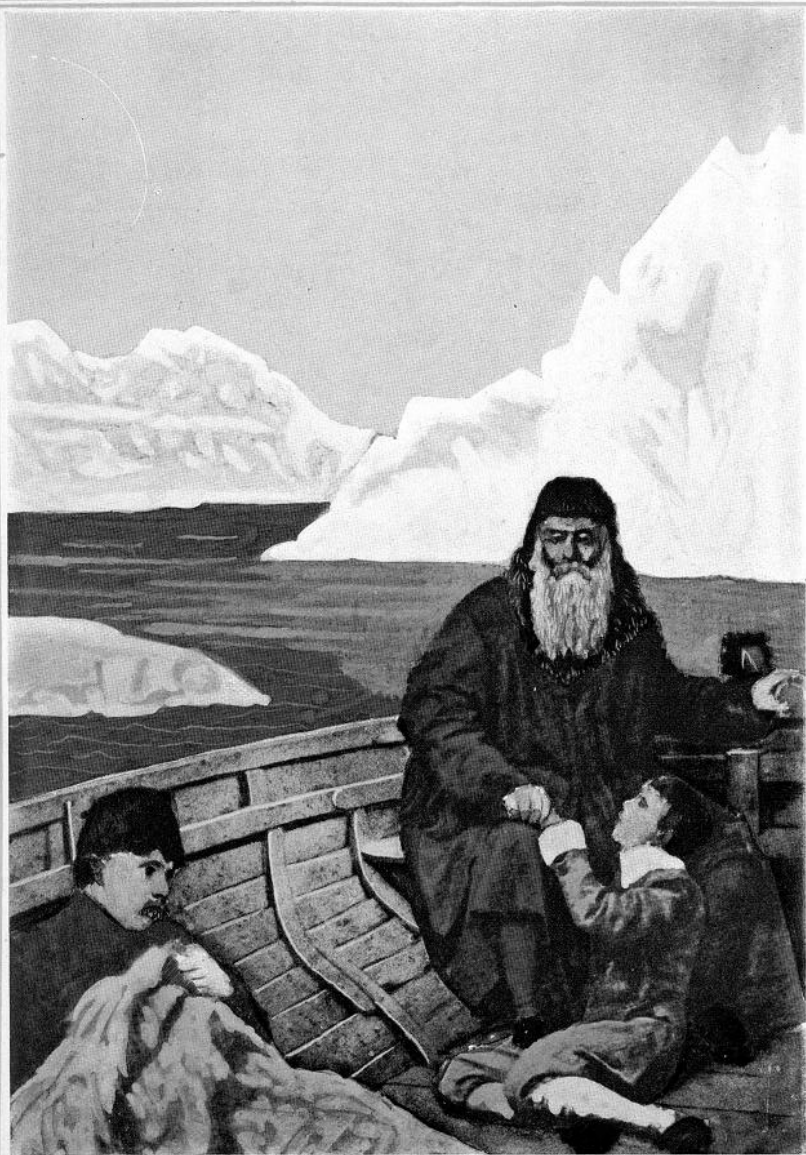


HALF MOON

the west and early in July passed many French boats on the banks fishing. On July 12th he saw the coast and on the 18th ran into a "Good Harbor," supposed to be Penobscot Bay, Maine, where he remained until July 26th, rigging up a new fore-mast to replace one he had lost during a gale, crossing the Atlantic, mending sails, etc. He sailed south until August 18th, then at entrance of Chesapeake Bay, but continued south a little farther, then changed course, to the north up the coast, and on the 28th entered Delaware Bay. He did not go ashore but skirted the bay, then coasted northward again, until, September 2d, he sighted the Highlands of Neversink, and on September 3d anchored inside Sandy Hook. From this date until September 22d Hudson slowly made his way north up the grand river, meeting many savages, some in canoes that circled and followed the Half Moon, and visiting others at their villages on shore. The majority of the savages were friendly, but there were many who were extremely hostile, as the log shows, and several times Hudson was compelled to use the gun and sword. On September 22d, being at about Albany, according to the best authorities, the log states: "This night at ten of the clocke, our boat returned in a showre of raine from sounding of the river; and found it to bee at an end for shipping to goe to, for they had beene up eight or nine leagues, and found but seven foot water, and unconstant soundings," and the Half Moon commenced her return journey. October 2d they had returned "on that side of the river called Manna-hata, there we saw no people to trouble us and rode quietly all night." October 4th he sailed for home and reached England November 7th, 1609.

The fourth voyage, fitted out by three English gentlemen, started April 17th, 1610, for the discovery of a north-west passage to Asia. He explored the strait and part of the bay which bears his name and passed the winter 1610-1611 in one of the most southerly harbors of the bay.

On June 21st, 1611, a few days after leaving the harbor, a mutiny, long brewing, broke out, and Hudson, his son and seven others, mostly sick and disabled men, were set adrift in a small boat and were never heard of again. The vessel and part of the crew reached Ireland September 6th, 1611, where the crew were imprisoned for a short time.



LAST VOYAGE OF HENRY HUDSON

Program of Celebration

RECEPTION DAY, SATURDAY, SEPTEMBER 25, 1909.

Rendezvous of American and foreign naval vessels at New York.

Facsimile of Hudson's "Half Moon" to enter the river, to be formally received and to take her place in line.

Facsimile of Fulton's "Clermont" to take position in line with appropriate honors.

Naval guests to disembark and be officially received.

Night pageant on river opposite Riverside Park.

SUNDAY, SEPTEMBER 26, 1909.

Religious observances.

EXHIBIT DAY, MONDAY, SEPTEMBER 27, 1909.

General decoration of public and private buildings from New York to the head of the river.

Opening of exhibits of paintings, prints, books, models, relics, etc., by the Metropolitan Museum of Art, the American Museum of Natural History, the Hispanic Museum, the American Numismatic Society, the New York Public Library, the New York Historical Society, the New York Genealogical and Biographical Society, the American Geographical Society, Webb's School for Shipbuilders, the New York Yacht Club. The exhibitions at the Metropolitan Museum of Art and the American Museum of Natural History promise to be the most remarkable of the kind ever held in this country.

In the evening musical festivals in New York City.

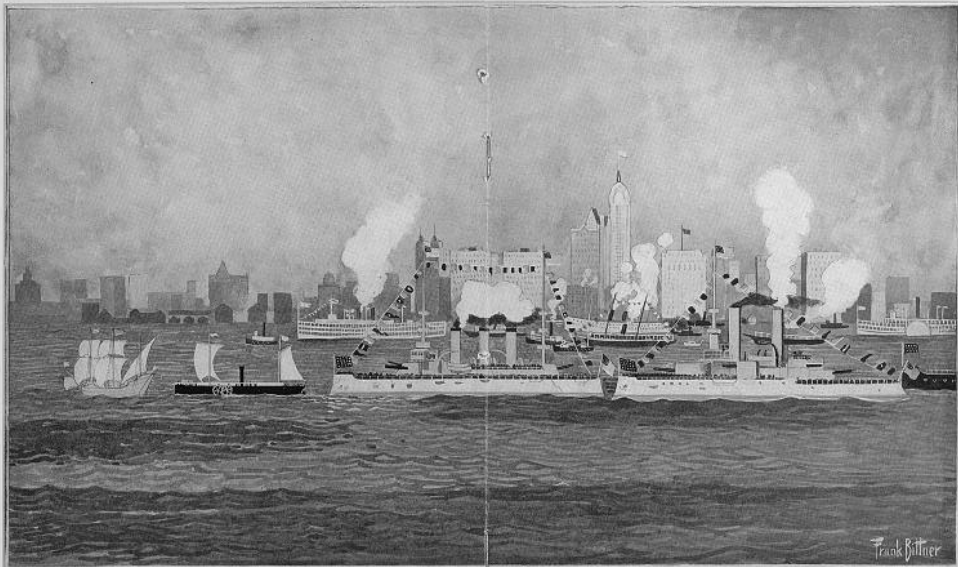
HISTORICAL DAY, TUESDAY, SEPTEMBER 28, 1909.

On Tuesday, September 28, there will be an Historical Parade in the City of New York. The procession will be composed of floats and moving tableaux representing the principal events in the history of the City and State.

In the evening, the official Literary Exercises will be held in the Metropolitan Opera House, the Great Hall of the City College, Carnegie Hall and the Opera House of the Brooklyn Academy of Music, at which orations will be delivered by men of national reputation.

GENERAL COMMEMORATION DAY, WEDNESDAY, SEPTEMBER 29, 1909.

Features of this day's observances will be as follows : Commemorative exercises in Columbia University, New York University, College of the City of New York, Cooper Union, University of St. John, at Fordham; Hebrew University, Brooklyn Institute of Arts and Sciences, Public Schools, Historical Societies, and all the universities,



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TART OF THE GREAT PARADE UP THE HUDSON RIVER—HALF MOON, MANNED BY A CREW FROM HOLLAND IN THE COSTUMES OF HUDSON'S TIME, AND CLERMONT, WITH THOSE ON BOARD DRESSED AS THEY WERE A HUNDRED YEARS AGO, LEADING, FOLLOWED BY THE GREATEST BATTLESHIP FLEET EVER GATHERED TOGETHER IN AMERICAN WATERS



PROGRAM OF CELEBRATION—Continued

colleges and institutions of learning throughout the State of New York; with free lectures for the people in New York City under the auspices of the Board of Education.

Monuments to William the Silent and Henry Hudson, a tablet to the Founders and Patriots of New York and a tablet on Fort Tryon will be dedicated.

The program for this day contemplates also :

Aquatic sports on the Hudson River, designed in the first instance for friendly competition between the crews of the naval vessels, but which may embrace motor boat races and such other amusements as may seem practicable and desirable;

A reception to visiting guests at West Point during the day; and

An Official Banquet in honor of distinguished guests in the City of New York in the evening.

MILITARY PARADE DAY, THURSDAY, SEPTEMBER 30, 1909.

Military parade, participated in by the United States Army, the United States Navy and Marine Corps, the National Guard and the Naval Militia.

In the evening reception to the official guests at the headquarters of the Department of the East, on Governors Island.

HUDSON RIVER DAY, FRIDAY, OCTOBER 1, 1909.

Naval parade of the navy, merchant marine, excursion boats and pleasure craft from New York to Newburgh, taking with them the fac-similes of the Half Moon and the Clermont.

Fêtes champêtres along the river sides from New York to Newburgh.

Simultaneously with the advance of the Southern Hudson Division, a counter procession from Albany to Newburgh, the two divisions meeting and holding appropriate ceremonies at Newburgh. The delivery of the Half Moon and the Clermont to the North Hudson Division will form a feature of these exercises.

CARNIVAL DAY, SATURDAY, OCTOBER 2, 1909.

Grand carnival parade in New York City in the evening.

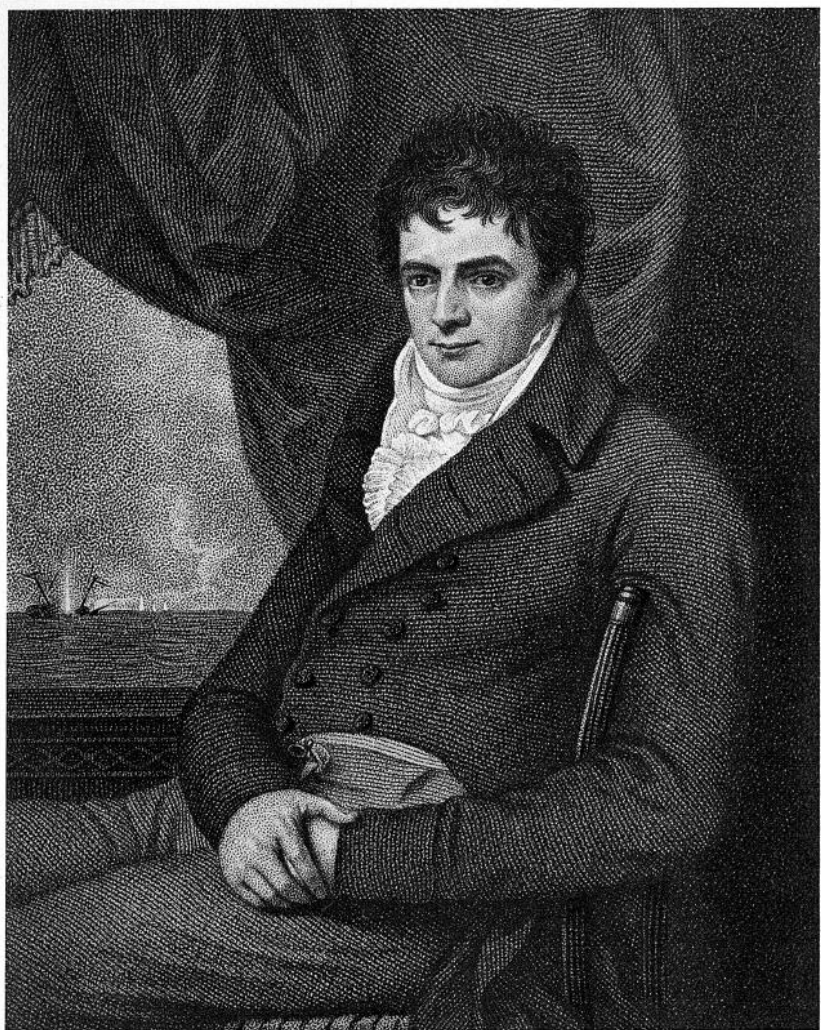
Children's fêtes in public and private parks and playgrounds.

Illumination of the river from New York to Troy by signal fires and pyrotechnics on the mountain tops and other eligible points; illuminations of fleet in New York Harbor, and illuminations of streets and buildings in cities and villages.

UPPER HUDSON WEEK, SUNDAY, OCTOBER 3, TO SATURDAY, OCTOBER 9, 1909.

It is planned to devote the week beginning Sunday, October 3, to celebrations in the communities along the Upper Hudson. This will be somewhat in the nature of an Old Home Week.

Such portion of the Lower Hudson Fleet as can continue the voyage to Troy, together with the North Hudson Fleet and the Half Moon and Clermont, will be subject to the arrangements of the Upper Hudson Committee of the Commission.



R. Fulton



ROBERT FULTON was born November 14th, 1765, on a farm in the town of Little Britain—now Fulton Township—Lancaster County, Pennsylvania, of Irish parents. Shortly after his birth the farm was sold and the family moved to Lancaster, Pa., where the father died, 1768. He acquired the rudiments of a common English education at the school in Lancaster.

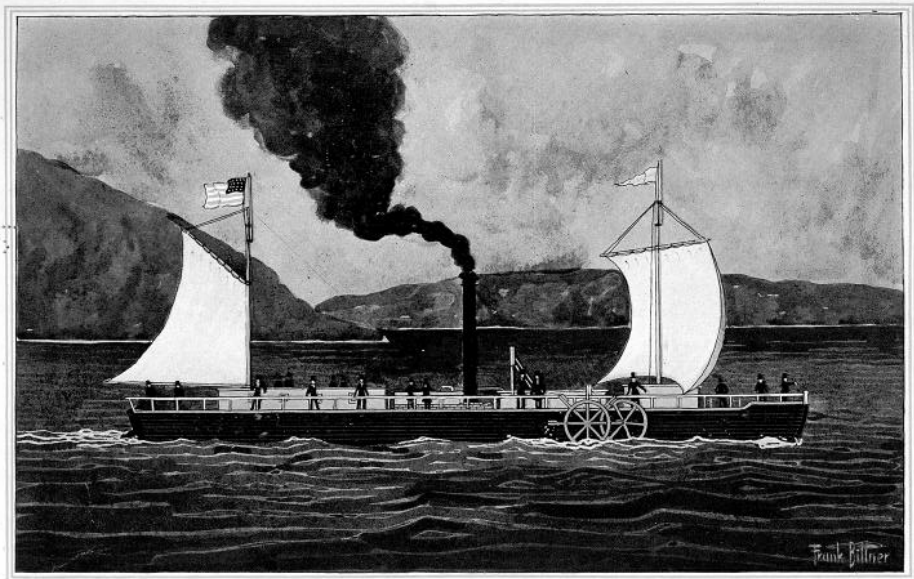
Fulton's artistic talent manifested itself early and he was barely seventeen when he went to Philadelphia to study portrait painting as a profession, remaining there four years, and then on the advice of friends who assured him of the patronage of Benjamin West, then president of the Royal Academy of Great Britain, sailed for England. Mr. West received him cordially and made him a member of his household, where Fulton remained several years, meeting many prominent people.

It was probably owing to the influence of these men, among them the Duke of Bridgewater, England's great builder of canals, Lord Stanhope, the eminent scientist, and James Watt, the inventor of the steam engine, that Fulton's mind was directed toward the problems of transportation, for in May, 1794, he obtained a patent there for a double-inclined plane as a mode of conveyance over mountainous countries, of canal boats, and during the next few years took out several patents for mechanical contrivances.

In 1797 he crossed to France, hoping to interest the French Government in his canal improvements, and in December of that year, in company with Mr. Joel Barlow, our country's representative, at whose house he was staying, made his first experiment on the Seine with a machine he had constructed by which he designed "to impart to carcasses of gunpowder a progressive motion under water to a given point and then explode them."

This was the beginning of his torpedo and submarine experiments, and although the performance was a disappointment yet he continued his experiments until he had perfected a model that worked successfully.

About this time Robert R. Livingston, a very progressive man, was appointed Minister to France, and the two men became intimate companions, devoting much time to the study of steam navigation, which was then



CLERMONT

being talked of and experimented with in America. They made various experiments on a small scale and in 1803 built a large operating boat on the Seine, sixty-three feet long, whose successful trial fully convinced them of the justice of Fulton's principles and determined them in continuing it on a large scale in New York harbor. An engine was ordered from Watt & Bolton, England, to be shipped them, and December 13th, 1806, Fulton arrived in New York and commenced immediately the building of a boat which was then considered of considerable size.

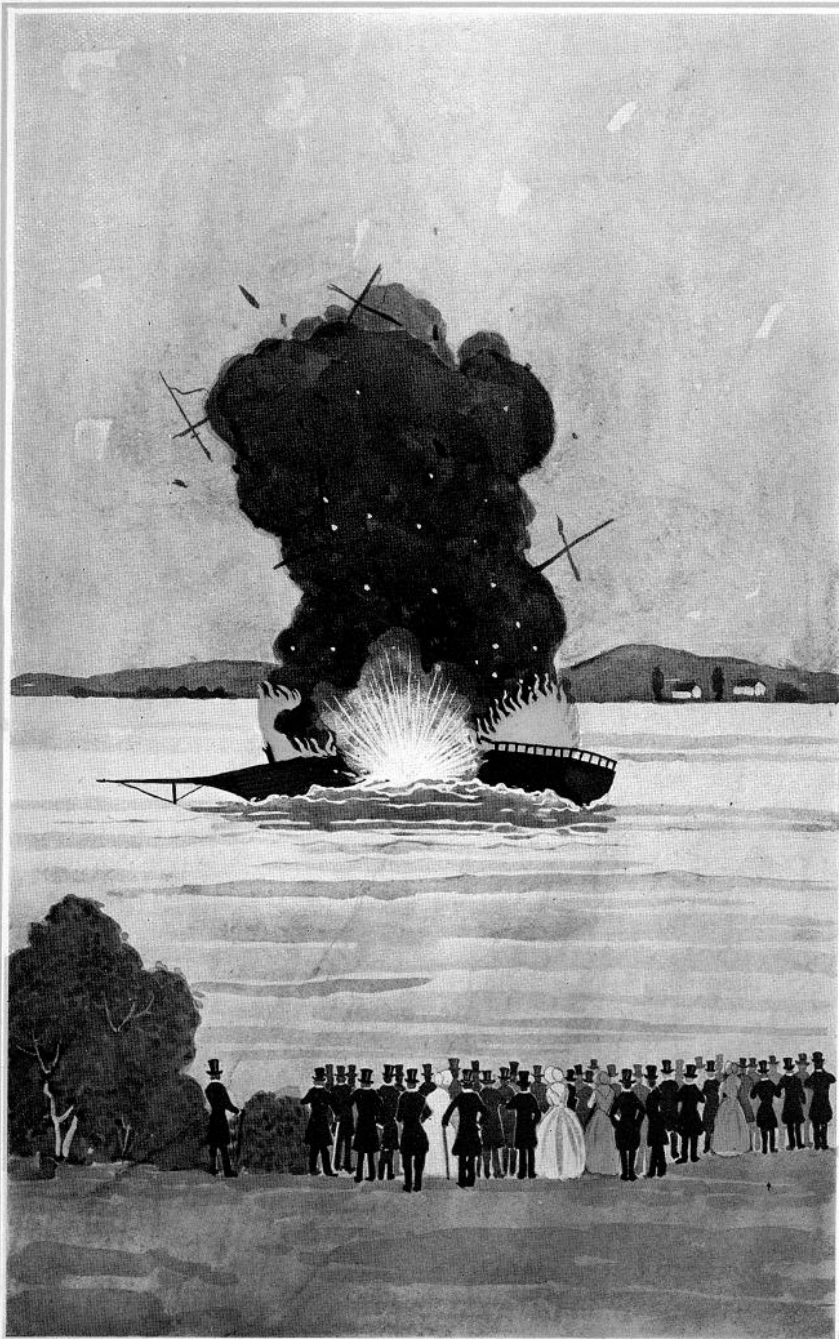
This boat, called the Clermont, after Livingston's country place on the Hudson, was completed early the next year at the shipyards of Charles Brown on the East River and in August, 1807, made the voyage from New York to Albany and return. Its progress through the water was at the rate of about five miles per hour, and as pine wood was used as fuel the heavy smoke and occasional flame from the mouth of the funnel of this queer looking monster created great excitement among the inhabitants on both banks of the river. In just two weeks and two days after making her maiden trip the Clermont sailings were published in advance with timetable of landings and rates to the various stopping places. The world had been waiting and was quick to take advantage of successful steam navigation of the waters.

In 1810 he published his work entitled "Torpedo War," adopting as a motto for his publication his favorite sentiment "The Liberty of the Seas will be the Happiness of the Earth."

In 1811-1812 he built the first ferry-boat for crossing the two rivers, and also constructed the ingenious floating docks for the reception of these boats. The last passage-boat constructed under Fulton's direction and entirely according to his drawings and plans was a Sound boat called "The Fulton," running between New York and New Haven.

About 1814 the citizens of New York, becoming alarmed over the exposed situation of the harbor, petitioned Congress, recommending the building of a steam war vessel according to Fulton's plans, and in March, 1814, the work was authorized by Congress, the keel laid June 20th, 1814, and she was launched October 9th, 1814, and made her first trial July 4th, 1815. She was called the "Demalogos" and was the first steam war vessel built.

Fulton, with his wife and family, lived, according to the writers of that period, one of whom was an intimate friend, at No. 1 State Street, where he died February 24th, 1815. He lies buried in the Livingston vault on the south side of Trinity Church.



BRIG BLOWN UP BY FULTON'S TORPEDO

